All of the stories agree that the boat sank within ten minutes after the collision. This was about six minutes after the captain's boat had left the ship. According to Purser Young, who was on this boat, the ship seemed to go down stern first. As her lights disappeared beneath the waves those in the boat heard heartrending cries coming from her. They saw no other boats, though two others apparently got away from the steamer only to be swallowed up in the sea that was running.

HOW THE SURVIVORS REACHED SHORE Of the nineteen survivors, eight, including the two women, were rescued from a piece of the hurricane deck that floated away when the ship sank. Thirty-five were on this piece of the deck when it floated away. Seven persons alive and the body of another were found on it when the fishing schooner Elsie came alongside just

before noon yesterday. Seven men landed on the island from the captain's boat, Three reached shore in a second boat. One boy swam ashore from a boat that went down half a mile from the island and another boy was picked up on a raft some distance out

The eighteen survivors who reached here to-night on the Kentucky were sent to the Rhode Island and the East Side hospitals. All of the crew, including the captain, went to the latter hospital, and all of the passengers to the Rhode Island Hospital.

CAPTAIN CARRIED ASHORE.

Capt. McVey was the first to be taken off the boat. He was carried off on a stretcher. He is in a very serious con dition and was rushed to the hospital Several of the other survivors were taken off on stretchers, being unable to walk It is feared that some will lose their arms

An enormous crowd had gathered at the Fox Point wharf when the funeral ship was sighted coming up the river late this after noon. Ambulances from the two hospitals were waiting at the dock for the survivors and several patrol wagons were ready to receive the bodies. The police were forced to roperoff the pier and allowed only a few to go down to the ship. Waiting at the lines was a crowd of weeping men and women. In the crowd was a group of members of the Salvation Army. They had come to see if they could find among the bodies any of their comrades who sailed for New York. They seemed overcome with grief.

As soon as the bodies had been placed in coffins they were hurried to Monahan's morgue. All of the bodies were frozen and incrusted with ice. In many cases the arms were raised as if the ice had incased them while they were in the very act of fighting the fate that was in store for them.

Of the bodies which had been recovered when the Kentucky left, only five were those of women. There were no children, although there were some aboard the vessel It took some time to prepare the bodies and the work of identification at the morgue did not begin until late this evening.

Providence has been filled all day with relatives of the missing ones. The reason for the delay in the Kentucky reaching here was due to the difficulty in getting the survivors and the bodies on board of her at the island. She could not get very near the shore because of the ice, and consequently the bodies had to be taken out to her in small boats, as did the survivors. They had been landed five miles from where the boat lay and had to be brought the five miles in wagons.

Sadie Gallup, who lives in Boston, refused to allow herself to be taken aboard the Kentucky, though she was urged to do so in order that she might get proper treatment at a hospital here. She is threatbitten. She is almost crazed from her experiences, and at the idea of going on another boat she became delirious.

The experiences of Miss Gallup and those on the part of the hurricane deck that floated off when the boat went down were related by Mrs. Harris Feldman, the other woman on this makeshift raft who was saved with her husband, both being from New York, and by David Fox of Bridgeton, N. J.

EXPERIENCES ON THE RAFT.

The Feldmans were in a stateroom on the saloon deck when the accident happened and fought their way up the stairs to the hurricane deck, where the boats were. Feldman put his wife in a boat. but many had crowded into this boat and he found that he could not get appard himself. He is a big man and an old Black Sea sailor. Seeing that he and his wife were liable to be separated, he pulled her out of the boat just as the ship began to settle and the water had risen to the deck. Suddenly there was a grinding noise and

they found themselves floating on an improvised raft made up of about half of the deck. Two women and a man were found in the water a moment later clinging to the raft. They were hauled aboard, but died almost immediately. Their bodies froz at once and were washed overboard. One after another the others on the raft gave up the fight for life in the cold and died and the swirling seas quickly took their bodies overboard.

WOMEN BEATEN TO KEEP THEM ALIVE.

If it had not been for Feldman the two women would have died.

"All night long," said Mrs. Feldman, "my husband kept beating the other woman and myself to keep life in our bodies. Then he would seize us and make us walk up and down holding on to him. There was never a moment that he gave it up. Most of the others were stiff and sat down to die, but my husband would not give up. He told me that I must keep alive. Miss Gallup could not keep walking and finally fell down and lay between two dead men on the raft. We could not get her up, but my husband kept beating her all over her body.

"The waves swept over us constantly and we were covered with ice. Some of the people prayed. We could see the lights all the time, but not a single boat. We shouted, but there was no answer. All we could do was to pray. Finally when we had almost given it up we saw the fishing

boat and knew that we were safe." When taken aboard the fishing boat the clothes of the women were frozen to them, but Feldman, the Black Sea sailor, had kept the blood moving in them and had

saved their lives. David Fox worked with Feldman through the night in this heroic task. He is a big man. We was on his way home from at-tending a Bible conference. His stateroom was stove in by the schooner. He was the man who gave up the fight to get up the stairs and with the water rushing into the cabin through a hole that was as big as a hogshead he says he managed to crawl

through a port hole to the deck. Mr. Fox said that through the night he kept walking on the raft and helped some of the weaker ones to do so. He also prayed out loud that help might come and he tried to keep the courage of the others up. The ones rescued from this raft said that they

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owed their lives to Feldman, the Black Sea sailor, and the Bible student RUNAWAY BOY'S RESCUE

An experience almost as harrowing as hat of the little company on this raft was that of sixteen-year-old Fred Niegersall he only boy that was saved. He had run away from home, he said. He reached the hurricane deck and got into a boat with four other men. They did not get the boat free from the Larchmont until she went down. Then all five in the boat tried to row, but they had little success. Still, they kept her headed for the lights on the island. Just before they reached the island wave upset the boat. Hiergesell started to swim toward the light. He says that he looked around and the four men had

in the house heard it and found him unconscious underneath the window. PURSER YOUNG'S STORY.

disappeared. He swam for fifteen minutes

and finally his feet touched bottom. He

saw a light in a house and had just strength

enough to tap on the window. The people

The most complete story of what was done by the crew of the boat was told by Purser Young. He said that he was in his office when the two ships came together. He rushed out into the cabin to find out what was the matter and was almost blinded at once by the steam.

"I met the steward," said Young, "and he told me that the steampipe had burst. The people were pouring out into the cabin in their night clothes. I shouted for every one to get up to the hurricane deck, where the boats were. I could hear others of the crew shouting the same orders. When I reached that deck I saw members of the crew at the different boats. "I am positive that every man was at his proper station and that they did everything they could to care for the passengers.

"My place under the rules was in the captain's boat, which was up near the bow. found the captain directing the launching of this boat. Nearly all of the passengers eemed to be at the stern. There were only four boats there. The ship was going down fast. Our boat would have held ten persons. The reason why only two of these were passengers was because there were no passengers where we were. We took all that there were near us and tried to go back for more, but there wasn't any time four rafts. I don't think these were enough

for the people, but I'm not certain of that "It was about six minutes after we launched our boat that the Larchmont sank. She seemed to settle by the stern. We saw the lights disappear as she went down and heard ories from the ship. Then we looked around for other boats. Several times we thought we saw a boat and rowed toward it, but each time it turned out to

he a wave. It was like trying to row against Niagara. We drifted to the island. "Capt. McVay did all a man could have done, I think, for his passengers and stayed on the ship as long as was possible." The purser has his feet frostbitten

The other survivors do not know what the crew did except to tell them to get on the hurricane deck. From the fact that most of the crew are missing and undoubtedly dead it is believed that they did attempt to rescue passengers and get the boats launched, but if they did so those that they tried to save appear to have died with

Capt McVay was in such a condition tonight that he could not give any addition to the story that he told last night.

INVESTIGATION BY THE GOVERNMENT BEGUN An investigation by the United States Government has already been started. To-night when the Kentucky arrived she was met by several inspectors. The first thing they did was to get a complete list of the saved and their addresses. Tonight they went to the hospital and got statements from some of the crew. They also want statements from all of the pas-

A hearing is to begin at New London at 11 o'clock to-morrow morning, but it s doubtful if any witnesses from among the survivors can be present then. The investigation is being held there because the accident happened in the New London district, that district extending to Point Judith.

The investigation is to be rigid. It is apparently the intention of the inspectors find out how the crew acted and what was done to save life. The witnesses at to-morrow's hearing are expected to be

members of the crew of the schooner. One of the survivors who was brought here on the Kentucky was a Pole, who could talk only through an interpreter. He was found wandering around the boat clad in a pair of trousers and an undershirt and with his hands all swollen. He got in a boat with seven others. All were lost except himself. He lost consciousness and was found and dragged out by a fishing smack.

He said that he had been unable to get any clothing, and that he had asked for food on the Kentucky and that this had been refused him.

The steward and officers of the Kentucky said that this must be a mistake, and declared that all the survivors had been fed with chicken broth on the voyage from Block Island, which lasted nearly four hours. Nevertheless the Pole stuck to his story that he had not been able to get anything to eat. The twenty-three additional bodies that were brought to Block Island after the Kentucky left were found by four shing vessels. They arrived at the island with their flags at half mast, denoting they had dead aboard. Most of the bodies had been found floating to the north of the island.

NO TIME TO PUT ON LIFE PRESERVERS.

Life preservers were found strapped to some of these bodies. These are the first persons to be found with any life preservers on. The officers say the boat was plentifully supplied with life preservers, but apparently very few stopped to put them on in their rush to reach the upper deck. The bodies brought in to-night were like cakes of ice. Some of the dead had their hands in the pockets of their coats. One woman was found with her hands up to her ears. She had frozen stiff in that position.

The fishermen reported that the Sound was strewn with the wreckage from the steamer. One vessel brought the Larchmont's steering wheel.

All hope of finding any more survivors had been given up this afternoon. All day long there had been hopes of a boat or raft turning up on the coast somewhere but though the patrols have been out constantly none has been found. The report that the Kentucky had made a visit to the wreck proves to have been unfounded. Capt. Gray of the Kentucky said that he had never left the island from the time be reached there yesterday until be left to-day. The Larchmont sank in the deepest part of the Sound. There is not a vestige of her above the waves. Boats are still cruising in the vicinity to-night in the hope of recovering bodies of those who went

The scenes at the morgue to-night were barrowing. The bodies were placed in rows on the floor of a stable. They were still encased in ice and in the attitude in which they had been found. Such a growd tried to get in that extra police had to be called. Identifications were made pretty

The statement made by Purser Young to the reporters that he did not think that there were boats enough has caused some comment. The matter is to be taken up at the official investigation. Purser Young says that the boats could hold ten persons. he thought, and the rafts not any more. It is said, however, that the Larchmont carried the usual complement of a boat of

DISASTER MARS A WEDDING.

Mr. Pau and Miss Cohen Marry and Bride groom Hastens to Block Island

The marriage of Phillip Paul to Miss Ray Cohen at the bride's home, 776 De Kalb avenue, Brooklyn, on Tuesday evening, at which Rabbi Solomon of the Keap street synagogue officiated, was marked with more sorrow than joy. Samuel Paul and his wife, the parents, and Matilda and Pauline Paul, sisters of the bridegroom, whose home was at Pawtucket, R. I., started on Monday evening on the ill fated steamer Larchmont, from Providence for New York, to attend his marriage to Miss Cohen.

A few minutes before the steamer left Providence Mr. Paul telegraphed to his son that they were about to start for New York. Young Mr. Paul and his flance were terribly shocked on Tuesday afternoon when they learned of the wreck of the Larchmont and the awful loss of life. Mr. Paul could get no tidings about his parents and sisters, and as their names did not figure among the few listed survivors, he naturally sentertained the worst apprehensions as to their fate. His first thought was to have the marriage postponed, but as there had been a previous postponement about a month ago, owing to the sudden death of Miss Cohen's father, and as many of the guests had come from a distance and were already assembled in the house, it was decided to go on with the ceremony.

The guests, as well as the young couple, were much affected by the distressing incident attending the marriage and all the festivities, which had been arranged, were abandoned. Mr. Paul a few hours after the ceremony parted with the bride and started for Block Island to learn the and started for block island sisters. He fate of his parents and sisters. He promised to inform the Cohen family by telegraph as soon as he got any trace of them, either living or dead, but up till late hour last night no message had been

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23 MORE BODIES BROUGHT IN

ALL WERE RECOVERED AFTER THE KENTUCKY HAD LEFT.

Brought to Block Island by Four Fishing Boats-Herole Work of the Fisherme Life Savers and Volunteers on Patrol -An All Night Vigil Was Kept Up

BLOCK ISLAND, Feb. 18.-Up to 10 o'clock to-night 92 of those who sailed on the wrecked steamer Larchmont had been accounted for. Of these 92, 19 are living and 73 are dead. The Kentucky, which took the survivors and the dead to Providence to-day, left behind Miss Sadie Gallup of Boston. She is badly frost bitten and suffering from shock and her condition is very critical. She is now at the house of Josh. Milliken, where she is getting the best care possible.

The body of Harry Eccles, a native of the island, was also left behind. His family live here and they will attend to the burial of his body. These two made the total accounted for, up to the time the Kentucky left, sixty-nine, but soon after that vessel left the harbor four fishing schooners came in bringing more bodies, and to-night there are on the island twenty-three more, which brings the total up to ninety-two.

The Kentucky had hardly got under way when the Little Fred came into the harbor. She had on board eight bodies that had been found on an improvised raft. The crew had examined each one carefully, hoping that some sign of life might be found, but every one was dead Three were women, and of the five men two were negroes. They were found en-

cased in ice. Following the Little Fred was the Elsie. the little schooner that with the Clara E. did such heroic work yesterday. Th Elsie had found some more wreckage, with bodies on it, and they were placed in the morgue which has been made near the Sandy Point life saving station. Then the Smeed and the Irene arrived with more bodies from the Larchmont, making a total of twenty-three brought in by the four schooners. These were landed from the harbor and a long procession of wagons carried the bodies to the morgue, where Coroner J. C. Pamphlin took charge of them, and they will be turned over to the representatives of the line as soon as they send for them.

All Tuesday night the search for bodies was kept up by the islanders. The life savers under Capt. Uriah B. Dodge patrolled the beach and the cliffs. Big bonfires of driftwood were lighted, and under the glare of the flames the watchers scanned each wave as it broke on the shore and watched far out to try to catch sight of a piece of wreckage, hoping that they might still be able to save some unfortunate. There were many volunteers ready to battle with the storm if rescuers were needed. Hour after hour these men stood in the freezing cold and in the high winds, and the fishermen with their small craft were sailing about on the waters between Block Island and the mainland. 'All these have done heroic work.

All night long the watch was kept up and when dawn came the watchers forgot that they were tired and sleepy and went about their tasks again as if only starting to work. Throughout the day they searched and searched. But for these men most of the bodies would have drifted out to sea and their fate would have remained a mystery.

The weather to-night is fine and clear and warmer. The wind is from the northwest, blowing about twenty miles an hour. The sea has gone down. Capt. Dodge thinks that few more bodies will be found unless the search is carried far out to sea to the southward and eastward. The wind will blow the wreckage out to sea and the tide, too, that many bodies have already passed Block Island, which makes but a small point in the vast ocean beyond.

The bonfires are still burning. They have been lighted again. The men are patrolling the beach not only because a patrol has to be maintained by the life savers, but those who are not on duty are helping in the search tired as they are, and the fishermen are out again sailing on the deep and each man on each boat is watching for drifting wreckage which may perhaps have a body alive on it.

Those of the survivors who had recovered sufficiently told harrowing tales of their experiences. There were a number of Salvation Army lassies on board and a story is told that they went down with the ship singing one of their hymns.

Richard Hall, who lives at 388 Main street Providence, was the saloon watchman on the Larchmont. He was one who was rescued after spending many hours on a piece of the deckhouse. He was on watel in the saloon at the time of the accident and asked Steward Harrison what was the matter. Harrison replied that he guessed everything was all right. Hall in telling the story said:

"Then the steam began to fill the ship. I put on a life preserver and helped adjust life preservers on a number of the passengers. Some were men and some women and nearly all were in their night clothes Then I noticed that the throbbing of the engines had stopped, and there was a sensation as if the vessel was settling in the water. I went up on the hurricane deck aft and found sixteen men and women standing huddled together as closely as possible. vas the seventeenth.

"The ship settled lower and lower in the water until a wave which swept across the platform, then only a foot or so above the surface, swept away three of the party, two men and a woman. They gave a despairing cry and then were swallowed up in the sea, and the howling wind stilled their

"We were not left any time to think abou their deaths. The vessel gave its last plunge and sank and the hurricane deck was broken into pieces. The after portion of the deck was left almost intact, however, and it was on that we held, hoping yet that we might be rescued. That was about 11 o'clock at night.

"The wind drove the raft before it. The waves often washed over it and the spray drenched us all so that in the biting cold all suffered terribly. Our hands, feet and ears were soon frozen, but we held on.

"It grew light and we hoped that some vessel might be near us and take us off, but nothing was in sight. Then about 7 o'clock we saw the bluffs of Sandy Point, but no one on shore saw us and our case seemed hopeless. For four hours we drifted on, and about 11 o'clock saw a small fishing schooner heading for us and soon we were taken on board the Elsie. We had been on the raft for twelve hours. Fourteen had started when the Larchmont sank and of these seven were alive. One was a woman. Six had been washed off by the seas and one

was dead. "On the Elsie everything was done to help us and the schooner got us to the harbor as quickly as possible.

Oliver Janvier, 23 years old, of 343 Montgomery avenue, Providence, was one who was in the second boat that left the Larchmont. He occupied a room with a man named Henry Rock of Jers City. Both men had turned in shortly before the col-lision. When the shock came Janvier rushed on deck. Passengers were rushing about frantically. Janvier said the officers were doing the best and the men of the crew were at their

Janvier said the officers were doing the best and the men of the crew were at their stations and they were trying to keep the passengers from being swept overboard or from swamping the boats as they were lowered. Janvier went back to his state-room for more clothes and found Rock in a stupor. He tried to make him realize his danger and finally had to drag him struggling and protesting up to the deok, where he lost him.

Janvier sprang into a boat in which were

where he lost him.

Janvier sprang into a boat in which were seven other men. Two men were picked out of the water. A woman's cry was heard, but those in the boat could do nothing to help her. They were trying to keep the boat affoat. After a time their hands became numbed and then the men dropped into the bottom of the boat and died.

Finally Janvier and one other were the Finally Janvier and one other were the

only ones conscious.
The stranger said:
"This is awful. I cannot keep up much longer. I'm going to end it all now."
Drawing a razor from his pocket he cut his throat while Janvier was powerless to prevent the suicide. The boat drifted ashore near the Sandy Point station.

WHO SOME OF THE LOST WERE. I'wo Men and Their Flancees -V. S. Milliker and Terry Edwards, Pugitist.

NEW BEDFORD, Mass., Feb. 13.-Thomas L. Carroll, a resident of Fair Haven and second engineer of the Larchmont, was 39 rears old, and his family consisted of a wife and two children. He had been on the Larchmont for some time.

Boston, Feb. 13.-Among the passenger on the Larchmont was Ephraim Kaplan 10 years old, a painter, whose home was a 25 East 114th street, New York. He had been visiting his brother, J. H. Kaplan of 19 Cooper street, this city, and was returning to his home. The missing man was the father of eight children.

Robert Perkins, who lived at 125 Centre street. Dorchester, left his home on Sunday with the intention of taking the Larchmont for New York. He was accompanied by his fiancée, Miss Edith Bard, daughter of James Bard of Dorchester, who left him at Providence, where she is at present visiting friends. Perkins was employed by Wood. Harmon & Co., real estate operators, and had been in their New York office about two weeks. He came over to spend Sunday with his sweetheart.

Miss Alice M. Crosby, secretary to the manager of the Women's Prison at Sherborn, left last night for the scene of the wreck to identify the body of the man to whom she was engaged to be married Virgil Spencer Milliken of this city.

Mr. Milliken left Boston Monday for Providence on his way to New York, where he was going to gather material for a play He was well known in the South End, having been associated with the South End House. He was much interested in settlement work He left Harvard in 1904, at the end of his sophomore year, to take it up. He was in charge of the boys' classes and of ath-

Victor Ackerman, who is known in pugilistic circles as Terry Edwards, the Brooklyn bantamweight, is believed to be one of the victims of the Larchmont disaster. On Monday Edwards said he was going back to New York that night by the Joy Line.

The list of passengers on the steame Larchmont contains the name of Williard Franklin of North Attleboro. This is believed to be Millard Franklin of that town He is 17 years old, and has shown eleverness in unlocking handcuffs and ridding himself of chains and bracelets. It is understood his work attracted attention sufficient to secure him an engagement in a Trenton N. J. theatre.

It is believed that at least three residents of Cambridge perished. They are Thomas Dixon, aged 22, a cigar maker; Charles Carsons, aged 26, a waiter, and Capt. Annie Liefvendahl of the Second Corps, Salvation Army. John Coyle of South Boston is beleved to have been on the Larchmont

Mrs. Jennie Edelstein, who was one of the passengers on the Larchmont, was accompanied by her eight-year-old son, and was going to New York to find her husband, who, she had been informed, was working as a conductor on the surface cars Mrs. Edelstein came to this country about two months ago and is said to have been deserted by her husband. When she earned that Miss Jennie Shugarman and Miss Bertha Shain, who were neighbors, were going to New York Mrs. Edelstein persuaded the girls to let her accompany them.

Capt. Elin Lambert of the Cambridge Salvation Army barracks was also lost on

the Larchmont TAUNTON, Mass., Feb. 13.-John S. Wy. man, the pilot on the Larchmont, had made his home here for a long time. He lived with his father, Henry M. Wyman, at 120 Berkeley street. Wyman was only 26 years old, but in spite of his comparative youth was considered one of the most skilful pilots on the Sound and had spent prac-tically all of the later years of his life on steambats running from Boston. When he had received his license as a pilot he went with the Joy Line and was assigned

BELMAR, N. J., Feb. 13.—Jacob Michael-son, one of the Larchmont's victims, was the son of Solomon Michaelson, a hotel keeper of this place.

Michaelson had been to visit relatives in Michaelson had been to visit relatives in Boston and had taken his cousin, Sadie Michaelson, 20 years old, with him. The young woman also lost her life in the col-lision. Miss Michaelson and her cousin were to be married in a few days. They

accepted the invitation of some relative

Ephraim Kaplan, a painter, whose home was at 25 East 114th street, was among the passengers on the Larchmont. He had been visiting his brother, J. H. Kaplan of 19 Cooper street, Boston, and was returning to his home. He was the father of eight children. His wife died two years ago. J. H. Kaplan left Boston for Block Island yesterday in the hope of finding his brother's body. rother's body.

James J. Harrison, steward of the Larch

mont, lived with his wife and her two chil-dren at 78 Nassau street, Brooklyn. One of the children is a boy of 9 and the other of the children is a boy of 9 and the other is a girl of 6. Mrs. Harrison had a long siege of illness in a Providence hospital just after Christmas and this with the loss of her husband has upset her completely. She has no relatives in the city.

JOY LINE PIER INQUIRIES. Meagre Information to Give to Those Who Asked About Relatives.

Supt. Noble of the Joy line was able officially last night for the first time to relieve the minds of many persons who called him over the telephone for definite information of relatives and friends of the Larchmont

Immediately after the line's steamer

Kentucky reached her pier at Providence

he was in communication by telephone

with the line's president, Mr. Dunbaugh, who went to Providence yesterday, to be there to do what he could for the survivors. At first Mr. Dunbaugh was unable to give him any definite information because there was such a tremendous crowd about the pier and for purposes of identification only a few persons at a time were let into where the corpses were. The newspapers having given the names of the survivors, there was little doubt as to the fate of the rest of those on the vessel and there were not many inquiries for the missing. Even those who asked for information of persons whose names were not in any of the lists

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were not sure that their friends had been

There was one instance that Mr. Noble was able to give that went to show that mistakes of identification were not unlikely. In the list of identified dead, as sent here from Block Island, appeared the name of George Smith. Smith had been a watchman on the Larchmont and on the last trip here quit, and his place was taken by a man of the name of Logan, whose name as assistant engineer was in the list of dead. Mr. Noble said that there was no engineer of that name on the boat. Logan, the watchman, he said, was dead probably, but he was sure that Smith was not.

There were two anxious persons at the pier yesterday, the husband and son of Louise Scoggins, the stewardess of the Larchmont. Both the men are employed on the line's steamer Edgemont. Last night, when Mr. Noble got Mr. Dunbaugh on the wire, the first person he asked for was the stewardess. Mr. Dunbaugh said that she had not been heard from. One of the callers at the office vester-

day was Frederick Hiergesell, who said that he had a son Fred, 17 years old. who had run away from home several months ago and was last heard from in Boston. In the list of the saved appeared the name of Fred Hiergesell, and the man wanted to know if it were his son. He thought that the boy might have been coming home to surprise his family. Unfortunately the line could only give the father hope, as there was no definite way of telling. The father went to Providence to be there when the Kentucky arrived from Block Island.

Two brothers, George and Henry Siebach, whose brother Richard was bartender on the Larchmont, were seeking information of him. They broke down and wept when they were unable to get any informa tion of their brother.

A man who said that he was Nathan Siegel of 211 East Ninety-sixth street was seeking information of his wife, Dora, and his daughter Minnie, who had been to Chelsea. He did not know that they had taken the Larchmont but feared that they

night have. Charles Turnanion of 357 Centre street,

Charles Turnanion of 357 Centre street, West Hoboken, was seeking information of Koren Korajian, his brother-in-law, and his sister, who had been on a visit to friends in Providence.

On the Edgemont, sister ship of the Larchmont, which arrived here yesterday came Hiram Woodcock of 448 Bergen street, Brooklyn, one of the few persons able to find any good connected with the disaster. Mrs. Woodcock and her son were in Providence on a visit and Mr. Woodcock went there Saturday on the Larchmont to bring them home. They were on the way to the boat when Mrs. Woodcock was taken ill and the trip had to be abandoned.

THE IDENTIFIED DEAD.

Names of the Wreck Victims Whose Bedler Have Been Recognized Thus Far. PROVIDENCE, Feb. 13.- This is the list o the Larchmont's identified dead:

HARRISON, JAMES B., steward on the Larchmont HESS, CASPER, first assistant engineer, Albany

KAPLAN, EPHRAIM, 25 East 114th street. New York. CAISSE, JOSEPH H., 19 Perry street, this city. ECCLES, J. HARRY, 24 years, Cherry street, Paw

NELSON, ERIE, Elm street, this city. MICHABISON, JACOB, Belmar, N. J.

ZADMUS, JACOB, first watchman, Paterson, N. J. APPLE, HARRY, farmer, Block Island. FONTAINE, MASON (colored), waiter.

LOMAN, EDWARD, second assistant engineer

PREEINS, R. H., soliciting agent, Wood, Harmon Co., New York. COYLE, JOHN, 195 West Fourth street, Boston, JANSEN, Mrs. JOHN A. CARROLL, JAMES.

NAIBRE, the Rev. PEILIP (Italian Methodis inister), Providence NELDEN, ERRIC, second assistant engineer LACOURT, TONY, BOST

BROWN, --

sow, CHRIS, quartermaster. PRANKLIN, MILLARD H. known as Young Hou iini; lived at Attieboro Palls. SCOTT, JOHN, porter (colored), this city. THIBEAU; DENNIS (colored), waiter, 311 Eddy

CARROLL, WILLIAM J.; 25, assistant purser, 7

Carpenter street, this city.

L James, George, chef, New York. FOULARDI, NICOL, New York Colored walter, No. 10, name not know

Start Strong FOOD THAT NOURISHES

ALL DAY-

WITH CREAM.

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For superiority, purity and excellence of his Candles, by the Milan (Italy) Exposition in competition with the leading Chocolate Manufacturers of the world. This proves Repetit's Caramela. Chocolates, Glace Nuts, &c., are the best in the world.

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126 Broadway, and all

Breslin Hotel

leading druggists





LIST OF THE SURVIVORS.

The Eleven Passengers and Eight Members of the Crew Who Were Saved. PROVIDENCE, Feb. 13.-This is the official hist of saved as furnished to the Government inspectors to-night: HIRORBSELL, FREDERICE, Richmond Hill, L. I.

ARROSOROVITZ, ANTONIO, 25 Middle street, Central Falls, R. I. MITOFER, ABRAHAM, Providence FLOOD, JAMES, 25 Spring street, New York. FFLOMAN, HARRIS, New York. FELDMAN, Mrs. HARRIS, New York. GALLUP, SADIE, 18 Minot street, Boston, Mass.

JAUVIER, OLIVER, Providence. COOR, MARRERT, Armenian. FOX, DAVID L., Bridgeton, N. J. LA COMBE, MANUEL, Manchester.

LIBERT, MATRIAS, fireman, Brooklyn. McVay, George, captain, Providence. ToLan, John, fireman, Brooklyn. YOUNG, OSCAR, purser, Provide

STAPLES, JAMES, North Brookfield, Me., quartes-VANN, JAMES, Walter, New York HALL, RICHARD, waiter, Providence, McPartland Louis, Wallington.

DIED.

ABENDROTH.—Suddenly at Chicago, Ill., Feb. 14, 1907, Frank A. Abendroth, son of the late William P. and Maria A. Abendroth of Port Chester. Funeral services at 2:15 P. M., at St. Peter's

Church, Port Chester, N. Y. Train from Grand Central at 1:04 P. M. BROWN.-On Tuesday, Feb. 12, 1907, Annie Eugenia, widow of John Edward Brown and daughter of the late William and Hannah

Services will he held at her late residence, 342 West 71st st., New York city, on Thursday afternoon at 4 o'clock. HAYES .- At Scarborough-on-Hudson, Tuesday, Feb. 12, 1907, Paul Nicholson Hayes, Jn. son of Paul Nicholson and Jennie Ross Hayes.

aged 6 months 24 days. ervices at Scarborough Thursday morning at 11 o'clock. Interment at Greenwood. LEGGETT .- MILITARY ORDER, LOTAL LEGICY.

UNITED STATES-COMMANDERY STATE OF NEW YORK,-Companions are informed of the death YORE.—Companions are inform of Capt. Francis W. Leggett. Funeral services will be held this morning, at 10 o'clock, at 51 East 126th st. Companions are

requested to attend. By order of Gen. THOMAS H. HUBBARD, Commandes. A. NORL BLAKEMAN, Reserder, LEMOINE.-On Tuesday, Peb. 12, 1807, as the city of New York, Ashton Lemoine, son of the late John B. S. Lemoine of St. Louis, Mo., in the

53d year of his age.

Puneral services and interment at St. Louis as the convenience of the family. VANDERBILT.—Suddenly, on Peb. 11, 1907, Nellic Black, wife of DeWits C. Vanderbilt and daughter of the late John and Ellen Black Funeral services at her late residence, 214 in wood av., Upper Montelair, N. J., Thursday, Feb. 14, on arrival of 2:10 P. M. train from

Chambers st., Eric Railroad WALTER.-On Tuesday, Feb. 12, 1907, Alfred Walter, in the fifty sixth year of his age.
Funeral private. Interment at Baltimore.

Orleans, Philadelphia and Baltimore papers